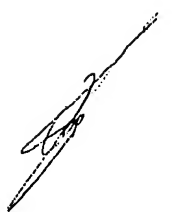


APPENDIX "A"

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The following list of items must be performed to comply with FRA and Union Pacific Railroad requirements before delivery to UP for service:

- The MU plug boxes and the raised platform for the control stand will be painted in such a way as to be more easily recognizable as a trip hazard. This will be accomplished by painting them a dissimilar colour or with yellow striping.
- Ditch lights will be moved out to 60".
- Belt guard for diesel engine will be installed.
- Stencilling on brake cylinder for max allowable travel will be 6 ½".
- Stencilling on cab wall will be applied identifying the emergency brake valve handle.
- Rear coupler will be reworked so it may release properly.
- Rear coupler release handle will be checked and reworked if required to ensure it does not protrude in the stairwell.
- The letter "F" will be stencilled on front of locomotive along the side.
- Wheel Slip Buzzer, light, or other indicator will be installed.
- Electrical hazard warning labels will be applied. Warning labels on the battery compartment lids, electrical cabinet doors, inverter junction box, and air compressor control box saying "Danger High Voltage" or "Danger - " plus the rating of the voltage found in that compartment.
- Fuel shut off for diesel fired water heater will be applied such that when one of the emergency fuel shut off switches on the side of the locomotive or in the cab are pressed, the water heater will also shut down.
- Heat guard for water heater exhaust will be installed.
- If fumes from the batteries or water heater are uncomfortably noticeable in the cab, as determined by UP, RAILPOWER will take steps to correct.
- The Green Goat Locomotive with reporting marks RPRX 2001 will be properly registered in the AAR UMLER system.



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- The locomotive will be drained of all fuel before shipping.
- Before ship, the locomotive trainline receptacles (MU) will be properly marked and disconnected. The batteries will have the final connectors removed (disconnected) and will be reconnected by Frank Donnelly in Roseville when the locomotive arrives.

